

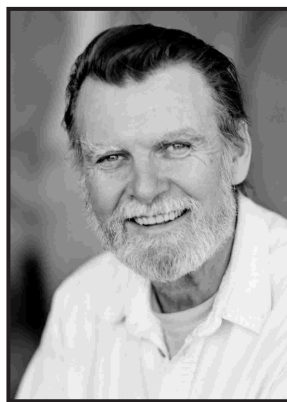


# Father Goose leads Festival's Successful Migration into the Centre-on-the-Grove!

**By: Frank Lester,  
Safety/Education Coordinator**

Noted author, sculptor, filmmaker, inventor, pilot, naturalist, and entrepreneur, Bill Lishman, is the keynote speaker for the Idaho Aviation Festival and Safety Conference, March 13-15, 2003. Mr. Lishman, best known for his work with an ultralight aircraft and a flock of Canadian geese, will be making several presentations throughout the Festival including being the featured speaker at the Saturday night banquet.

In 1988, with the help of naturalist William Carrick, Bill raised a flock of Canadian geese, imprinted them to an ultralight aircraft he designed and built, and flew the birds



**Bill Lishman**

Photo courtesy of the Aviation Speakers Bureau

around southern Ontario. The success of this work lead to Bill teaming up with Toronto photographer and pilot Joseph Duff to conduct a migration experiment by leading flocks of Canada geese on their journey south by acting as surrogate parents. The experiment was documented by ABC's "20/20" and captured the attention of biologists around the world.

**See Aviation Festival**  
Continued on Page 8

## IAAP Grants Promote Development of Local Airports

**By: Frank Lester,  
Safety/Education Coordinator**

Recently, the Division of Aeronautics issued grants to four local Idaho airports to help with their improvement projects. These grants are provided through the Idaho Airport Aid Program (IAAP), which uses aviation fuel taxes for funding. In many cases, IAAP grants are used as matching funds for similar Federal Aviation Administration (FAA) grants.

A story in the September 6th edition of the Idaho Transportation

Department's *Transporter* stated, "The aid program is just one element of the division's commitment to promote the growth of aeronautics throughout the state. Much of the department's work is based on the

**See Grants**

Continued on Page 15



Photo courtesy of Larry Clinton

(Left to right) Bob Troxel, Airport Board, Bill Statham, Aeronautics, Wayne Pickerill, Retired Aeronautics Airport Engineer, Hans Gotsch, Airport Manager, Bob Flowers, Mayor of Parma, and Marvin Krebs, Riedesel Engineering, celebrate receipt of \$185,000 grant for Parma's new runway.

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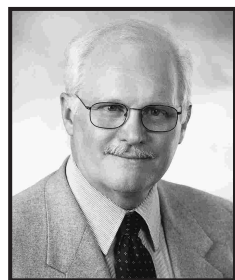
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# From the Administrator:



## Accidents



I know some of you are aware of this, but for those of you that don't already know, it has been a terrible year for Idaho in terms of general aviation accidents. We have the dubious honor of now having the highest number of accidents in recent history. So far this year (according to NTSB records through November) our numbers show there have been 44 accidents with 20 fatalities.

A high percentage of these accidents are still under investigation, so there has been no determination as to the causes. It does appear that fundamental piloting techniques, or airmanship, are suspect in a significant number of the accidents.

Years ago I attended a training course called Error Detection that was conducted by Dr. Robert Besco. When preparing to write this short article I recalled a discussion at this session on pilot mistakes, so I dug out some of the material I kept from that course. Here is what Dr. Besco had to say about pilot mistakes. "The best of pilots will make mistakes. Mediocre pilots do not make significantly more mistakes than the best pilots. Good pilots are constantly on the alert for mistakes and will immediately recognize failures, anomalies and errors as soon as they become evident. The superlative airman keeps a crosscheck going and will never allow him or herself to fixate on any one instrument, deviation, problem or crisis. Superlative instructors teach novice pilots early in their training that fixation can be lethal."

Over the years there have been many articles and books written on the subject of airmanship. Many of

the writings relay experiences we can learn from. If you are inclined to use the internet you might check for some "learning" stories.

Another source of information is an excellent book titled *Redefining Airmanship* by my friend Dr. Tony Kern. In his book Tony proposes a simple but profound model to help us understand airmanship using clear and well-chosen case material. He uses case studies of real pilots and real situations. The book is useful for any pilot whether they are working toward their private pilot license or are employed as a senior airline captain.

One reviewer stated "Kern hits the mark with the focus on individual responsibility and airmanship . . . There is no improvement like self-improvement, and 'Airmanship' hits the critical points on complacency, discipline, and pilot judgment." Reviewer: Brigadier General Chuck Yeager.

## Security

In the last issue of *Rudder Flutter* I wrote of some of my general aviation security concerns. On December 2, 2002, the Transportation Security Administration (TSA) announced that they have partnered with the Aircraft Owners and Pilots Association (AOPA) to develop a nationwide airport watch security system. Key to the program is a toll-free hotline 1-866-GA-SECURE (1-866-427-3287), and a centralized system for reporting and acting on information supplied by general aviation pilots.

Their program will include special materials such as signs, printed material and a video to train pilots and people that work at or frequent general aviation airports to be alert for sinister people or activities on the airport. The AOPA

plans on distributing information packages to all general aviation airports listed in the Federal Aviation Administration's (FAA) National Plan of Integrated Airports System (NPIAS). Airports not in the FAA's NPIAS will receive this information from the Idaho Division of Aeronautics once it becomes available. The material will show people what to watch for, and offers common sense steps that individual citizens can take to enhance the security of their airports and their aircraft.

When you call 1-866-GA-SECURE, expect an automated answering system to say you've reached the National Response Center. After going through a short telephone menu, a live operator will pick up. The operator will want to know your name (although you may choose to remain anonymous), phone you're calling from, and location. You'll also be asked about the type of activity, and when and where you saw it. If your call involves suspicious persons or vehicles, be prepared to volunteer that information.

I believe the success or failure of this program will have a very large influence on what future steps may be taken in the name of general aviation security. I encourage each of you to participate in this program by reporting anything suspicious at our airports.

For your information, many Idaho airports already participate in the previously established state-wide airports watch. That program will remain in effect. The toll-free number is 1-800-832-1985. Local law enforcement will be notified when this number is used to report anything suspicious.

**Bob Martin**

IDT Aeronautics Administrator

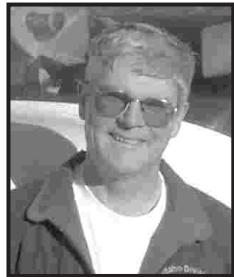


# Radio Chatter

By: Frank Lester, Safety/Education Coordinator

## Idaho Safe Pilots for 2001

As you have probably read in the Administrator's Column, 2002 has not been a banner year for flying safety in Idaho. The accident rate has doubled and many of those accidents were the result of errors in



common sense, basic flight maneuvers, or the pilot in command became a passenger somewhere on final approach. This trend cannot continue. As part of the Division's effort to promote safety within our ranks, the Idaho Safe Pilot Award Program was established. The purpose of this program is to promote safety consciousness and safe flying practices among all aviators. Unfortunately, the numbers of pilots participating in this important program has been steadily declining. Maybe there is a small correlation between this accident trend and the declining participation in this program. Now would be a good time to reverse both trends. There is no time off from safety; it is an ongoing process. There are

***Below are the Idaho Safe Pilots for 2001. We offer them our sincere congratulations for doing their part to promote safety and safe flying practices.***

Marc Anderson  
Jeff Ashmead  
Warren Barry  
William Clark  
Jim Conder  
John Doerr  
Mark Doerr  
Robert J Gillespie  
Dennis Hain  
Harold Hollenbeck  
Amy Hoover  
Kristen Houchin

James Hudson  
Gary Iverson, Sr  
James Larkin  
Daryl W. Love  
William Scherer  
Dennis Scifres  
Richard Speed  
Gary Stensatter  
Johnny Stewart  
Wayne Thiel  
Larry Velasquez  
Robert Zufelt

ample opportunities to participate in safety programs throughout the year from the upcoming Aviation Festival to the Family Fly-In, mountain flying clinics, and local FAA seminars. Take the time to fill out the Safe Pilot Application and be recognized for your efforts to promote safer skies in Idaho. We know that you're out there. Let

everyone know that safety is important to you.

Take a moment to review the Qualifying Requirements for the Safe Pilot Award, which have been inserted in this edition of the

**Rudder Flutter.** There are a few small changes to the application; the most significant is the requirement to attend at least one safety seminar a year. Take the time, it's worth the effort.

## Flight Across America

For those of you who don't know, Ken Jackson from Sandpoint was the Idaho pilot chosen to fly the state flag to New York City in last September's Flight Across America. The purpose of the flight was to inspire the nation not to forget the importance of general aviation in the United States. Pilots from all 50 states, Puerto Rico and the District of Columbia, used their own aircraft to deliver their state flags to New York for ceremonies commemorating 9/11.

Ken, a member of Angel Flight and the Idaho Aviation Association, and his co-pilot, Frank Wakeley, departed Sandpoint on September 4<sup>th</sup>. After several stops within the state for school visits,



Photo courtesy of Ken Jackson

Ken Jackson of Sandpoint carries Idaho's "colors" at concluding ceremonies for the Flight Across America.

**See Radio Chatter**  
Continued on Page 14





# Airport Maintenance

By: Mark Young, Airport Maintenance Manager

## Winter Use of Airports: Airplanes vs. Snowmobiles



At the October meeting of the Aeronautics Advisory Board in Sandpoint, the Board heard and recorded testimony both for and against permitting a groomed snowmobile trail along the western edge of the Cavanaugh Bay airport. At the November meeting this issue was

discussed and all testimony was considered. The end result was approval of continuing the practice of permitting this twenty foot (20') wide trail from north to south along the west side of the airport. Although the agreement has yet to be put in place at the time of this writing, we can assume it will be finalized in the near future.

Another agreement dealing with snowmobiles is currently in place at Stanley; however, it does not provide for use of the runway as in the Cavanaugh Bay permit. At Stanley, snowmobilers are permitted to cross the extreme north end of the runway and follow a groomed trail which parallels the airport on the east side. This permit is effective for this winter and next, expiring in the spring of 2004.

In both cases, please be cognizant of snowmobile traffic operating on and near these airports. The agreements both specify that aircraft have the right of way, however unless the operator actually sees an arriving or departing aircraft, chances are slim they will know one is in the area since sound would be muted by the noise of the sled.

May all aviators using Idaho's backcountry facilities have the best of winters, and we look forward to seeing you again next season.

## Airport Operations

We have installed counters at four of our airports to get a good idea of the amount of traffic at these airports. The counters were installed at Big Creek, Garden Valley, Johnson Creek, and Stanley. Over 16,000 operations were recorded at these locations between the beginning of May and the end of October 2002. They break out as follows:

Big Creek.....	2,090
Garden Valley.....	4,472
Johnson Creek .....	4,868
Stanley.....	4,852

### — CORRECTION —

In the last issue of the Rudder Flutter, we mistakenly identified the New Meadows airport as being adopted by McCall local pilots. This is not correct. The McCall Mountain/Canyon Flying Seminars has adopted New Meadows. We hope Lori MacNichol and McCall Mountain/Canyon Flying Seminars will accept our sincere apologies for this error.

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15<sup>th</sup> of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



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**Director** Dwight Bower

**Aeronautics Administrator** Robert Martin

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# Aviation Medical Matters

## DON'T ALWAYS BELIEVE WHAT YOU SEE — Visual Illusions

By Mike Weiss, M.D., AME, CFII  
and Paul Collins, M.D., AME

The strict vision requirements for medical certification by the FAA make sense when one realizes that 90% of orientation ability is provided by sight. Yet, even if you pass the vision test, you are not guaranteed that you can always rely on your eyes. Just like the IFR pilot cross checks the instruments for errors, a pilot should be aware of those situations when the visual information provided by the sense of sight may not be what it seems, and act accordingly.

### Acute Visual Changes

Several factors can alter vision in the short term. The most obvious of these is the loss of or breaking your glasses. If they fall off when you bend over for a chart or a lens is popped out by the pressure of your headphones, Murphy's Law will cause them to roll under the seat where they cannot be easily retrieved. This seems even more likely to occur in single pilot operations. If your visual acuity is such that you cannot safely aviate without glasses, it is a good idea to keep a spare pair readily available for emergencies.

The effect of hypoxia on vision has been covered in previous articles. Lack of oxygen causes a degradation of visual acuity above 10,000 feet, especially at night, and above 5,000 feet for smokers.

Dry eyes can cause blurred vision. Long flights in low humidity made worse by prolonged staring at

instruments or peering into marginal VFR exacerbate this problem. Drinking plenty of water to prevent dehydration can help prevent this.

### Illusions

Even if your eyes are working perfectly, visual perception can still be effected. Light rays passing through dust, fog, haze, smoke, rain, snow, or pollution will bend, distorting visual cues by causing objects to appear out of focus and seem further away than they actually are. At a distance, a large jet will appear to be flying slower than a small jet because our brains are programmed to relate an object's size to its velocity. Also, at a distance, a circle viewed at an angle will appear to flatten into an ellipse.

An up-sloping runway or up-sloping terrain creates the illusion that a plane is higher than it actually is and causes the pilot, who ignores altitude or glideslope, to fly a lower than normal approach and risk landing short. Down-sloping runways or terrain cause the opposite, an approach that is too high and risks an overrun.

Featureless terrain, such as approaching over a large, calm lake or at a field surrounded by blowing snow will create the illusion that plane is higher than it is and causing a low approach. Since this is more of a problem at night, it is commonly called "the black hole illusion". In this situation, it is safer to fly a full

visual pattern or an instrument approach as opposed to a long, straight in approach.

The "occulogyric effect" also occurs at night. With this effect, a distant, fixed object will appear to move. Movement of the head while in a turn stimulates the organ in the inner ear (the semi-circular canals). Sensing this head movement initially causes the object to appear to be moving rapidly in the same direction as the turn and then rapidly in the opposite direction when the turn stops.

"Autokinesis," another night time illusion, causes a stationary light that is stared at to appear to be moving. Maintaining a good scan throughout will resolve this.

Knowing and recognizing these problems will allow a pilot to anticipate and correct for them and prevent disorientation, a loss of control, a hard landing, or much worse.

### Airport Security Hotline

**Report all suspicious  
activity to the  
National Guard  
at 1-800-832-1985**



# Pilot's Responsibility: Flight Preparation

## Jackson Hole Airport (JAC) Jackson, Wyoming

By: **Harold Handke**  
**Office of Runway Safety**  
**FAA Northwest Mountain Region**

The Jackson Airport Traffic Control Tower (ATCT) opened in June of 2000. The opening of the ATCT was to coincide with the publication of the new charts with all the appropriate data for the new tower. The charts were not published until December 2000. However, NOTAMs were issued stating that the ATCT was open and operating. The first reported pilot deviation was on May 26, 2001.

There were no pilot deviations recorded from June 2000 to May 2001. The staff of the JAC ATCT felt obligated to give the pilots a chance since this was a new tower.

There were several documented pilot deviations that were not reported during this period. In one incident a pilot landed on the runway while it was closed and under construction. He had not checked for NOTAMs. In December 2000, another pilot landed between the runway and taxiway with two feet of snow on the ground. Everyone walked away but the aircraft suffered major damage. The pilot was flying with outdated charts and he had not checked for NOTAMs nor did he contact the ATCT.

Since May 2001 there have been 22 recorded pilot deviations at the Jackson Hole Airport. Three were in helicopters used by the Forrest Service for firefighting. Seventeen were pilots from the local area, Wyoming or one of the states surrounding Wyoming (Montana/Idaho/Utah/Colorado). The final two pilots were from Kansas and Oklahoma. Local pilots accounted for over 88% of all pilot deviations associated with fixed wing aircraft at this airport.

In all cases, the pilots had not met the requirements of FAR Part 91 Subpart B, paragraph 103, paragraph (a), "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATCT."

On August 12, 2002, an aircraft landed on Runway 18 at Jackson Hole Airport and exited the Runway at Taxiway A2. The pilot had not established communications with the ATCT prior to entering the Class D Airspace or prior to landing. There was a temporary flight restriction in effect at the time for a 3 nautical mile radius of the JAC VOR below 3000' AGL. The Vice Presidential motorcade was entering the field as the pilot landed and it crossed the runway departure end just as the aircraft exited the runway. The pilot taxied to the commercial ramp, passing approximately 100' behind Air Force Two. The pilot parked the aircraft between two Skywest aircraft and let two passengers out. He was not prepared for the reception he received when he got out of the aircraft.

The Teton County Sheriff's Department, the Secret Service, and the Transportation Security Administration (TSA) were waiting to greet him. Needless to say, his day went down hill from there.

FAA's recommended penalties for violating these specific regulations are:

91.103 Preflight Action (30-90 days suspension).

91.129(c)(1) Operating in Class D airspace without communicating with the tower (30-60 days suspension).

91.129(i) Landing without a clearance at an airport with an operating control tower (30-90 days suspension).

91.141 Flight Restrictions in the proximity of the Vice Presidential and other parties (30-90 days suspension).

The pilot could have his certificate suspended for up to 330 days. The case is currently pending. The FAA takes no pleasure in pursuing certificate action against a pilot. However, **this is a very dangerous situation that must be controlled.** The penalties are a measure of the FAA's concern over these errors.

The bar has been set. Whatever penalty the above pilot receives, any other pilot can expect the same action for committing the same transgression.

Pilots must remember to contact the ATCT before entering the Class D airspace when flying into Jackson Hole Airport.

It is your responsibility as pilot in command to check current NOTAMs and ensure that you have current charts.

(If you have questions or comments for Mr. Handke, he can be reached by email at [harlod.ctr.handke@faa.gov](mailto:harlod.ctr.handke@faa.gov) or at 425-227-2623. Editor)



# Calendar of Events

Email or fax your organization's event information for inclusion in the **Rudder Flutter** Event Calendar.  
See page 4 for more information.

## January

- 30 **FAA Safety Seminar**, Bonners Ferry, John Black, (800)341-2623

## February

- 7-8 **Flight Instructor Refresher/Pilot Safety Clinic**, Holiday Inn Boise, Frank Lester, 208-334-8775 or 800-426-4587 (In Idaho Only)

## March

- 13-15 **11th Annual Idaho Aviation Festival**, Boise Center-on-the-Grove, Frank Lester, 208-334-8775 or 800-426-4587 (In Idaho Only)

## April

- 11-12 **Flight Instructor Refresher/Pilot Safety Clinic**, Holiday Inn Boise, Frank Lester, 208-334-8775 or 800-426-4587 (In Idaho Only)

- 30 **FAA Safety Seminar**, Moscow, John Black, (800)341-2623

## June

- 5-8 **Challis River of No Return Mountain Flying Clinic**, Challis, Bob Plummer, 208-879-5900

- 24-27 **McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344

## July

- 8-11 **McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344

- 15-18 **McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344

- 21-25 **(Returning Participants Only) McCall Mountain Canyon Flying Seminar**, McCall, Lori MacNichol, 208-634-1344

## August

- 8-10 **17th Annual NW Mountain Family Fly-In**, McCall, Frank Lester, 208-334-8775 or 800-426-4587 (In Idaho Only)

## Because I Fly

By: Tom Clark (circa 1960)  
Idaho Pilot

Because I fly  
I laugh more than other men  
I look up  
And see more than they  
I know how clouds feel  
What its like to have the blue  
In my lap  
To look down  
On birds  
To feel freedom in a thing called the stick  
Who but I  
Can slice between God's billow-legs  
And feel them laugh and crash with His step?  
Who else has seen the unclimbed peaks?  
The rainbow's secret?  
The real reason birds sing?  
Because I fly  
I envy no man on earth.





# Aviation Festival

Continued from Page 1

The aircraft-led migrations were successful in that the birds learned a safe migration route. This technique could be utilized to restore threatened or endangered migratory waterfowl, which have ceased to migrate.

The early flights were captured in the award-winning video *C'mon Geese* and his work was the basis of the 1996 Columbia Pictures feature film *Fly Away Home* with Jeff Daniels. The first book about his work is now on the curriculum of many US public schools. His autobiography *Father Goose* was on the best seller list after its publication in 1995.

In 1995, the Board of Directors of the Canadian Aircraft Owners and Pilots Association awarded him their highest honor, the AOPA Award for contributing the most to further general aviation in Canada during the previous year. Similarly in 1996 Bill received Odyssey of The Mind's prestigious Creativity Award, which he shares with the likes of Walt Disney, Chuck Jones, and NASA.



Frank Douglas Boring

Photo courtesy of the Aviation Speakers Bureau

Also on the program, helping celebrate the 100<sup>th</sup> anniversary of powered flight, is Frank Douglas Boring, a historian and lecturer fluent in Chinese. Born in Taipei, Taiwan, Frank's father, James Boring, worked for Claire Chennault in China and Taiwan as part of Civil Air Transport and Air America from 1949 to 1973. Frank's familiarity with the Flying Tigers

Association led to the production of *Fei Hu, The Story of the Flying Tigers* with Frank Christopher. This documentary aired nationally on PBS as part of the "History's Best on PBS" series.

Frank will present "Talking With Tigers," a one-of-a-kind lecture and multimedia event. He interweaves archival film footage of the Flying Tiger pilots with footage of pilot interviews and mixes it with insider details to bring this period of world history to life. Frank shares some of the best of the over fifteen hours of film footage shot by members of the Flying Tigers in Burma and China. His talk is laced with interesting stories and little known facts gathered from his eleven years of research on the Flying Tigers.

Who are the Flying Tigers, you ask? *Before Pearl Harbor* was attacked by the Japanese, plunging the United States into WWII, this group of volunteer warriors were prepared to take on the entire Japanese military at the front lines of Burma and China. With no modern aircraft or trained fighter pilots, China asked

# IDAHO



## Aviation Festival & Safety Conference

for help from the United States. The U.S. was neutral in the conflict, and committed to aiding the British in their defense against the Nazis. A plan was hastily devised to send a retired maverick named Claire Chennault to form a group of volunteer Americans to secretly do battle with the Japanese.

With these two most interesting of speakers, this year's Festival is rapidly becoming the aviation event of the year. In addition, several special exhibits on aviation history will also be displayed. This year will also highlight the return of the Teacher's Aviation Workshop, the addition of a career forum for high school students, and an Aviation Workshop for Elementary and Middle school students. We have planned a busy, busy activity schedule with something for everyone.

### See Aviation Festival

Continued on Page 9





# NASA's Educator Astronaut Assigned First Flight

NASA Administrator Sean O'Keefe announced that Barbara Morgan, the agency's first Educator Astronaut, has been assigned as a crewmember on a November 2003 Space Shuttle mission to the International Space Station.

The announcement was highlighted with a ceremony at the Maryland Science Center in Baltimore and fulfills the Administrator's commitment earlier this year to send an educator into space in a renewed mission to inspire a new generation of explorers. Morgan's flight represents the first of what is expected to be many flights as part of a new Educator Astronaut program, which will be unveiled in early 2003.

"NASA has a responsibility to cultivate a new generation of scientists and engineers," said Administrator O'Keefe. "Education has always been a part of NASA's mission, but we have renewed our commitment to get students excited about science and mathematics. The Educator Astronaut program will use



Photo courtesy of NASA

**Idaho's Barbara Morgan**

our unique position in space to help advance our nation's education goals," he explained.

Morgan's assigned mission, STS-118, has as its primary objectives to install additional truss segments that will increase power and communications to the International Space Station, and to

deliver additional supplies for the Station's crew. Morgan will participate in a number of educational events from space and be actively involved in the flight as a fully trained NASA astronaut.

"Barbara's commitment and dedication to education is an inspiration to teachers across the country," concluded Administrator O'Keefe. "She embodies the spirit and desire of this agency to get students excited about space again, and I'm pleased that she'll be able to fulfill that mission from orbit aboard the Space Shuttle and the International Space Station," he said.

Additional information about Barbara Morgan and the International Space Station is available on the Internet at:

<http://www.jsc.nasa.gov/Bios/htmlbios/morgan.htm>

<http://www.spaceflight.nasa.gov>

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## Aviation Festival

**Continued from Page 8**

Anchoring the Festival will be our Trade Show, which has increased to more than 50 exhibitors including new and interesting vendors. One major change will see the Trade Show open only from 1:00-4:00PM daily. As always, there will be seminars for IA Renewal and FAR Part 135 training. Bill O'Brian will be returning

to speak to the mechanics on Thursday night at the PAMA meeting and again on Friday morning. The 99's will be holding their highly informative and enjoyable Flying Companion Seminar. There will be lots of activities beginning with the Kickoff Luncheon on Thursday right on through to the closing banquet on Saturday night. In new, bigger and better facilities, the 2003 Idaho

Aviation Festival and Safety Conference is becoming the premier aviation event, the only aviation event of its kind, in Idaho. Don't miss it! Information has been sent to all registered airmen. If you need more, have questions or comments, let us know: 208-334-8775, 800-426-4587 (In Idaho only), or [flester@itd.state.id.us](mailto:flester@itd.state.id.us).

**See you in March!**



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
BOISE ATCT  
3105 AIRPORT WAY  
BOISE, IDAHO 83705

**ISSUED: 09/24/02**

**EFFECTIVE: 10/14/02**

**BOISE TOWER LETTER TO AIRMEN NO. 02-01**

**SUBJECT: AREA OF NON-VISIBILITY**

**CANCELLATION: OCTOBER 01, 2004**

This letter advises users of Boise Airport of Boise Air Traffic Control Tower's responsibility with regard to ground movement of aircraft and vehicular traffic.

Due to obstructed visibility caused by the new terminal building, Boise Tower is unable to provide airport traffic control service on Taxiway A, from A6 to the west end of the de-ice area in front of the Boise Air Service (FBO) ramp.

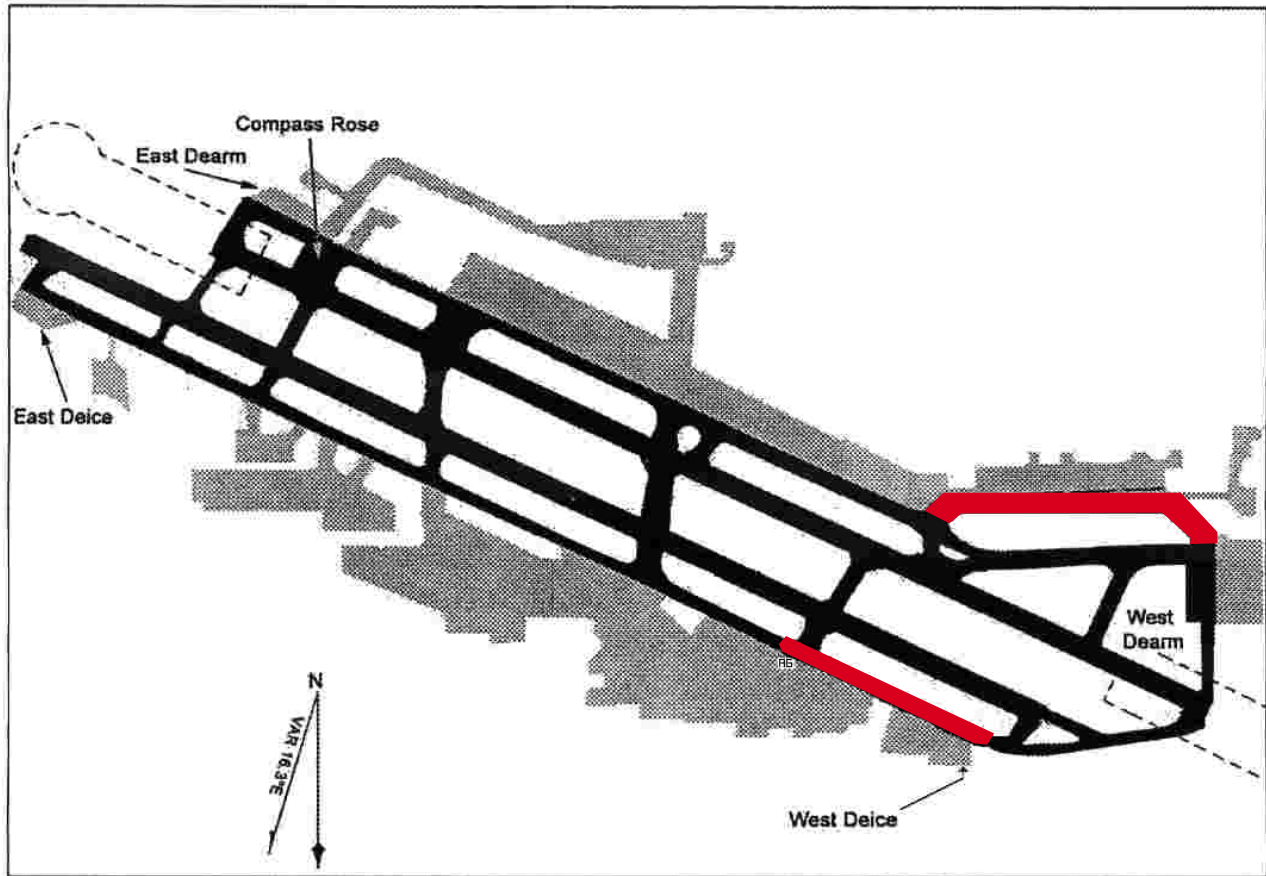
Inasmuch as these areas are obstructed from the control tower's view, aircraft operators and/or maintenance personnel are urged to exercise extreme vigilance when operating in this designated non-visibility area.

If you have any questions or comments regarding the above, please contact Gordon Stewart, Air Traffic Manager, Boise Air Traffic Control Tower at (208) 334-1642.

***Gordon Stewart***  
Air Traffic Manager, Boise ATCT



## Airport Layout: Boise Air Terminal and Gowen Field



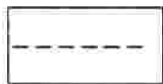
Movement Areas



Non-Visibility Areas



Loading Ramp and Parking Areas



ILS/Localizer Critical Areas

### DEFINITIONS:

**Movement Areas:** The runways, taxiways, and other areas of the airport which are utilized for taxiing, takeoff, and landing of aircraft exclusive of loading ramp and parking areas.

**Advisories:** Advice and information provided by Boise Tower to assist in the safe conduct of aircraft movement. These advisories do not imply control responsibilities.

**IFR:** Weather less than 1,000 foot ceiling and or visibility less than 3 miles.

**Non-Visibility Area:** Movement area not visible from the Tower.



# Idaho Safe Pilot Award Program

1. Minimum eligibility requirements:
  - a. Valid and current Idaho Airman Registration certificate.
  - b. Valid and current FAA pilot certificate (including student certificate).
  - c. Valid and current FAA medical certificate
  - d. No accidents during the calendar year for which you are applying.
  - e. No involvement in any FAA certificate actions (pending or adjudicated) during the calendar year for which you are applying.
  - f. Have attended at least one safety seminar during the calendar year for which you are applying. The following qualify as safety seminars:
    - i. Wings
    - ii. Flight Instructor Refresher/Pilot Safety Clinic
    - iii. Mountain Flying Clinics
    - iv. Density Altitude Seminars
    - v. Family Fly-In Seminars
    - vi. Annual Aviation Festival Safety Seminars
    - vii. Industry/Company Sponsored Safety Seminars
    - viii. Any required ground training for a certificate, rating, flight review, proficiency check ride, or simulator check ride
    - ix. Any directed ground training as part of a FAA, industry, or company approved flight program
2. To qualify for the Idaho Safe Pilot award, an additional **50 points** must be achieved in the following manner or combination:
  - a. Pilot in Command time (30 hour minimum) – each hour = **1 point** (30 points maximum)
  - b. Certificate or rating upgrade = **50 points**
  - c. Dual training received = **10 points** for each hour (30 points maximum)
  - d. Successful completion of a Biennial Flight Review, Instrument Competency Check, Simulator Check, or one level of the Wings program = **15 points**
3. Each eligible pilot must accurately complete an application in its entirety to be considered for an annual award.
4. In the event a pilot may have been involved in an aircraft accident, Aeronautics' determination of eligibility will be made in accordance with guidelines put forth in NTSB 830.
5. In the event of an individual appeal or request for consideration under unusual or extenuating circumstances, determination of eligibility will be made after a review by a minimum of three Aeronautics' Staff members.
6. The purpose of the Idaho Safe Pilot Award Program is to promote safety consciousness and safe flying practices among all aviators. In order to ensure the integrity of the program, the Division of Aeronautics reserves the right to review log books or other approximate information in the event a claim for an award is disputed.





# Calendar Year 2002 Idaho Safe Pilot Program

(Please print clearly all information)

Name: \_\_\_\_\_ FAA Certificate No: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Idaho Airman Registration No.: \_\_\_\_\_ Date of Last Physical: \_\_\_\_\_

Certificate: ( ) Student ( ) Private ( ) Commercial ( ) ATP ( ) Other: \_\_\_\_\_

Date of original Private Pilot Certificate: \_\_\_\_\_

Total flying time as of 12/31/02: \_\_\_\_\_ Hrs.

Ratings: ( ) Single Engine ( ) Multi-Engine ( ) Seaplane ( ) Glider ( ) CFI ( ) CFII  
( ) Helicopter ( ) Other: \_\_\_\_\_

Safety Seminar: Date: \_\_\_\_\_ Location: \_\_\_\_\_ Topic: \_\_\_\_\_

Have you participated in the Idaho Safe Pilot Programs before? Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, the last year you participated in the program was \_\_\_\_\_

## Calendar Year 2002 Flying And Training Activity

Total Pilot-In-Command time during 2002: \_\_\_\_\_ Hrs.

Certificate/Rating Upgrade: Type: \_\_\_\_\_ Date: \_\_\_\_\_ Location: \_\_\_\_\_

Dual Received: \_\_\_\_\_ Hrs.

Biennial Flight Review: Date: \_\_\_\_\_ CFI: \_\_\_\_\_

Instrument Proficiency Check: Date: \_\_\_\_\_ CFI: \_\_\_\_\_

Simulator Check: Date: \_\_\_\_\_ Location: \_\_\_\_\_

Wings: Level: \_\_\_\_\_ Date Completed: \_\_\_\_\_

**NOTE:** By signing this form the applicant verifies that the flying activity and ground training required to qualify for the Safe Pilot Program award has been accomplished. Additionally, it is an affirmation that the applicant has not been involved in an aircraft accident or been subject to FAA certificate action during the year.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Mail to: Idaho Division of Aeronautics, 3483 Rickenbacker St., Boise, ID 83705

**by March 1, 2003.**



# Grants

Continued from Page 1



Star-News Photo by Ben Salmon

**Kathy Miller, Aeronautics Advisory Board member, presents McCall Airport Manager, Mike Becker, the first installment of IAAP match money for improvements, upgrades, and repairs at the McCall airport.**

Bill Statham, Airport Planning and Development Manager for the Division of Aeronautics, put it very succinctly, "All airports significantly impact the recruitment of new businesses to rural areas." His words echo the commitment the Division has in playing a significant role in "promoting and fostering" aviation throughout the state.

The Division of Aeronautics is dedicated to assisting these airports upgrade facilities, ensuring they meet industry standards and FAA requirements. This assistance can be in the form of lighting, site inspections, or developing a statewide airport system plan.

Contact Bill Statham at 208-334-8784 if you would like more information on the Idaho Airport Aid Program.

basic philosophy that Idaho's airports are:

- ▲ The foundation of air service and must be promoted and fostered;
- ▲ An important investment in the future;
- ▲ Closely tied to Idaho's commercial, business, and tourism economy; and
- ▲ A vital part of Idaho's diverse transportation system."

The Bonners Ferry airport received \$3,872; \$2,000 went to the McCall airport; the Coeur d'Alene airport received \$38,601; and the Parma airport received \$185,000. The projects ranged in size from new lighting and lighting control, runway repairs, and obstacle removal, to completely replacing an old gravel runway with a new asphalt one.



Photo courtesy of Larry Clinton

**Crowd joins in festivities celebrating the new Parma runway.**



# Radio Chatter

## Continued from Page 3

commemorative ceremonies, and media coverage, Ken and Frank continued on their easterly trek to carry the flag to its place of honor in New York City. On September 8<sup>th</sup>, a Flight of Honor, a 50-plane armada of general aviation aircraft of various shapes and sizes, flew in trail formation down the Hudson River passed Ground Zero and the Statue of Liberty. The Flight Across America culminated with ceremonies that evening on decks of the aircraft carrier USS Intrepid where each flag was passed to officials of New York City to be held in honor of this flight and as part of the 9/11 remembrance.

We offer our congratulations and sincere thanks to Ken and Frank for job well done.

## Aeronautics and the Forest Service Partner Up on Safety

The Division of Aeronautics has partnered with the U.S. Forest Service this year on an exciting project. The two organizations have joined forces to conduct safety inspections on several Forest Service airstrips. Discussions began in May, 2002, during an ITD Board tour of the state-owned backcountry airstrips. The Forest Service expressed the desire to conduct joint inspections in an effort to identify necessary maintenance projects.

Individuals representing both agencies toured ten Forest Service backcountry airstrips discussing safety concerns and maintenance issues. To continue this cooperative effort, the two organizations will work to develop minimum maintenance standards to ensure the safety of Idaho's backcountry airstrips.

## Famous People in Idaho Aviation History

(A little tongue-in-cheek humor from the slightly skewed mind of "The Goose")

Born in 1926 of an immigrant Polish Postal Worker, the small sandy-haired boy could dream of

nothing but flying, what it would be like to soar above the clouds like a bird. Almost daily, you could find him lying in the tall grass beside the runway watching them test the new airplanes. He loved the loud bark of the big radial engines. He dreamed of the day when he could grow up and be a famous test pilot. After school he would race to the airport and offer to clean the hanger or wash planes, anything, just hoping to get an airplane ride.

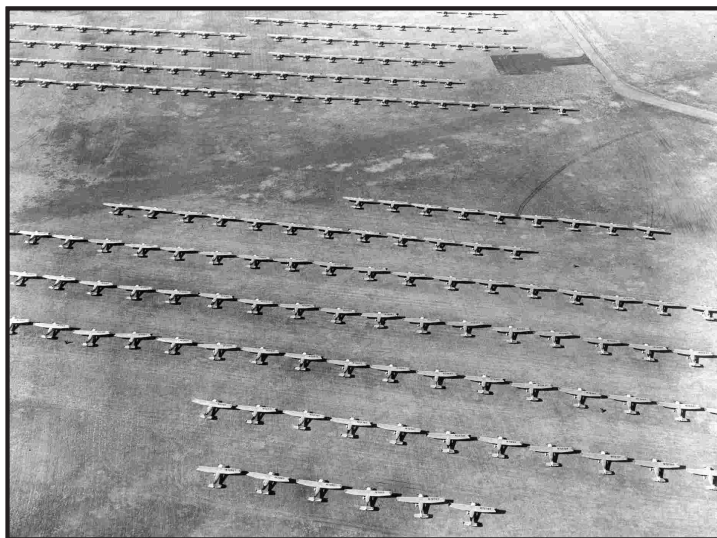
In school he was a very poor student, and quite often he got into trouble for daydreaming and for throwing paper airplanes around the room. At home his parents were worried about him. He spent most of his time building model planes

and they warned him that if did not study and improve his grades that he would never amount to much.

In 1941, when the war broke out, he went to join the Army Air Corps. He knew that he was going to be the very best fighter pilot in the war, he just knew it. He was only 15 and they wouldn't let him join.

Now, at age 61, Floyd Famride lives just off the departure end of runway 28. He is a retired 7-11 clerk. He still has never gotten to ride in an airplane, but almost daily he calls the airport to complain about the noise.

**John W. Goostrey**  
FISP BOI FSDO



**FROM: News Bureau  
Cessna Aircraft Company  
Wichita, Kansas**

**RELEASE: Wednesday A.M.  
October 28, 1959**

WICHITA, KANSAS – Over 350 new 1960 airplanes that will participate in a Cessna Aircraft Company mass flyaway are pictured above. The aircraft were parked on Cessna's field east of the company's commercial division plant when the aerial photo was made. The new planes are expected to take-off during a four-hour period this morning as more than 1,000 distributors, dealers and salesmen head back to their hometowns following Cessna's International sales meeting. The more than 350 planes carry a retail value of over \$3,500,000.

*(Please check the date of this release before you harass Cessna or any of their dealers about the price of your next C-150! – Ed.)*



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**3483 Rickenbacker / PO Box 7129**  
**Boise, ID 83707-1129**



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Administration**

**(866) GA SECURE**  
**(866) 427-3287**

*The Transportation Security Administration (TSA) needs your help!*

*On December 2<sup>nd</sup>, 2002, TSA implemented a national toll free hotline that the general aviation (GA) community can use to report any "out-of-the-ordinary" event or activity at GA airports. The hotline is operated by the National Response Center and centralizes reporting to the appropriate local, state and federal agencies.*

*Help ensure the security of GA aircraft and airport operations across the country. Call **(866) GA SECURE** to report any suspicious activity at YOUR airport.*

